



1994 - 2



Sunday June 26th 1994. The remaining members pose for a group photo. Others had planes to catch, or a long drive home and couldn't stay. See you in Baton Rouge in 96.

**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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George Pinter has a few original unfolded/stapled copies of the 10th Anniversary cover-suitable for framing-available, at the cost of \$25.00 per each which includes shipping/handling. Write to George at 59 Prospect Rd., Plympton, Ma. 02367

The Bottle Shipwright

Volume 12 Number 2.

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ON THE COVER -Those SIBAA members
who attended the 94 conference

Regular Features

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ALL HANDS.....	Frank Skurka
FROM THE MEMBERS	
FROM THE EDITOR	
LET GEORGE HELP YOU DO IT.....	George Pinter
DETAILS	Bill Westervelt

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Birthday Cake -Surprise Frank.

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THAT IS ALL!

It wasn't until late in May that we learned of the death of Parker "Spud" Leney as a result of a stroke on last St. Patrick's Day in Welland, Ontario, Canada. Parker was a very proud and enthusiastic member of our Association, and never failed to keep the name of the Association foremost when putting on one of his many bottleship demonstrations or displays. He was a gifted builder of bottleships as well as a designer of tools that would serve a bottleship builder. Parker was known among us, aside from his bottleship work, as a kind and constant caregiver to his invalid wife, an in his letters he shared with others all of the things which he enjoyed in life. Parker was a member of the Board of Directors of The Ships-in-Bottles Association of America. We will miss Parker Leney.

The 4th Bi-Annual Conference has now come and gone. Another successful one reflecting the usual fine organizational work of Ray Handwerker. All of us thank Museum Curator David Guernsey Jr. His Assistant Jeff Fulton and the museum staff for making our stay a pleasant one. Now start thinking, October, 1996. Baton Rouge, Louisiana. The USS. Kidd Museum. See you there.

HIT THE BOTTLE

Jack

1.

Ray Handwerker

FROM THE EDITOR-----

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

Material for the Editor should be sent to--- 5075 freeport drive
springhill, fl. 34606

Well it's over, and I think it was a success. Some of us left with new ideas, techniques, and pleasant memories. Some of us left with plaque's as an accolade to our work. Those of us that have been to the past conferences left with a sense of awe at how the quality of the models entered and displayed has improved so dramatically. There were a few glitches which are part of the learning process and hopefully will not be repeated at the next conference, which will probably be held at the USS KIDD museum in Baton Rouge, Louisiana, early to middle of October 1996. So start planning, saving, and building now for it. Our thanks to David Guernsey, Jeff Fulton and the staff of the Ships of the Sea Museum for once again showing us a great time.

And a thank you to all of our members who gave demonstrations, help in the judging or just showed up, or assisted Alex with the class. now lets refill those bottles.



WELCOME ABOARD NEW MEMBERS.

William Christensen, 3492 Canal St. S.W. Grandville, Mi. 49418.

M.N. Costamagna, 13711 "C" Milton Ave. Westminster, Ca. 92683.

Trevor Llewellyn Gabb, 29 Valleyview Crescent, Belleville, Ontario, Canada K8P3E9.

David Harris, 5840 S. Country Club Way, Tempe, Az. 85283.

William H. Johnson, 362 Elm Ave. N., Tallmadge, Oh. 44278.

Harry J. Neilan, 4 Bishop St., Waterford, Ct. 06385.

Marvin A. Sweeting, 206 Mossey Lake Rd. Perry, Ga. 31069.

Steve Terrell, 112 San Carlos Ave, Gulf Breeze, Fl. 32561.

ADDRESS CHANGES.

Jack (Kai Cho) Hinkley, 403 Amherst Ave. Moon Township, Pa. 15108

John W. Frazier, 19415 Brassie Pl.# 304. Gaithersburg, Md. 20879-1944.

A. Scott McMillan, 613-3rd. Ave. West, Meadow Lake, Sask. Canada, S9X1A8.

George Pinter, 59 Prospect Rd. Plympton, Ma. 02367.

William P. Randall, 9 Williams St. Apalachin, N.Y. 13732.

Bob Rutherford, 685 Wood La. Lemoore, Ca. 93245-2456.

Geoff C. Smith, 57 Petherick St. Wollaston-Bunbury, West Australia 6230.

Richard A. Thomas, 3209 Westbury Lake Dr. # 3001C Charlotte, N.C. 28269-1270.

If I have missed anyone, my apologies, and drop me a line for a correction in the next issue.

And remember;---- Roses are red,

Violets are blue,

If your dues are paid , our thanks to you.

But roses will die,

And violets will fade

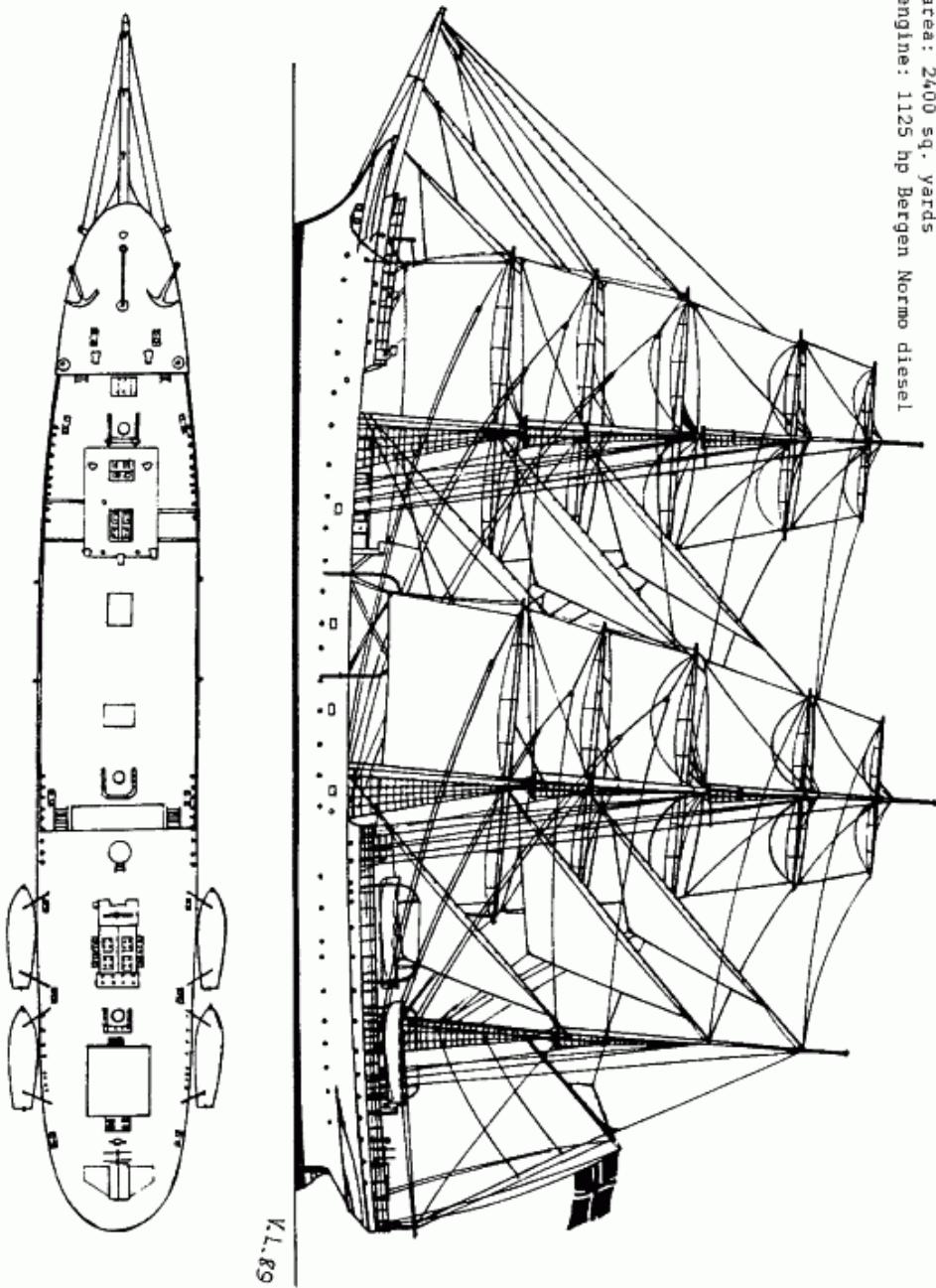
And so will your memory, if your dues ain't paid.

Check the envelope this issue came in to see if your dues are due.

Length: 258.1 ft reg, 279 ft over all, 321 ft incl. jibboom
Beam: 41.5 ft
Draught: 17 ft

Tonnage: 1701 grt, 764 nrt
Sail area: 2400 sq. yards
Aux. engine: 1125 hp Bergen Normo diesel

STATSRAAD
LEHMKUHL



Barque STATSRAAD LEHMKUHL

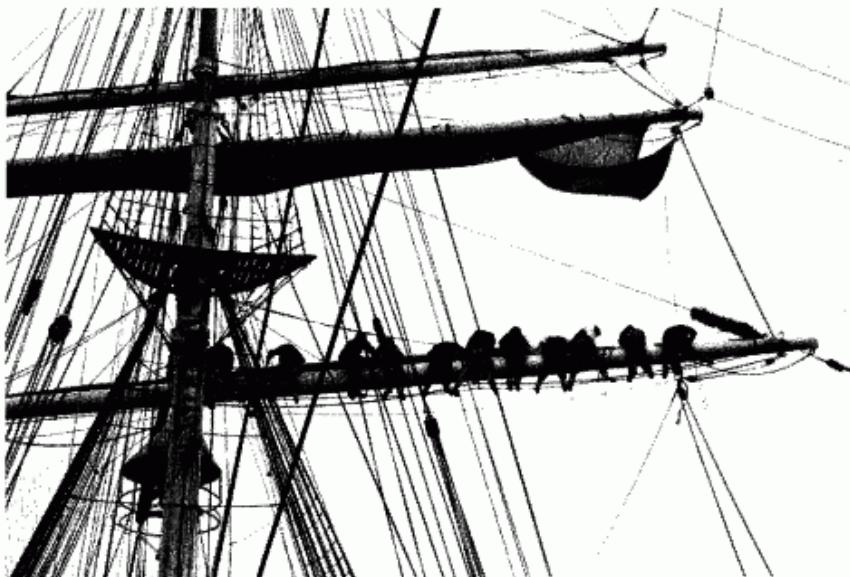
This beautiful barque was launched in 1914 as the latest addition to the fleet of sail training ships belonging to the German Schoolship Association. Her name was no less than GROSSHERZOG FRIEDRICH AUGUST. Her activities were grossly impeded by WWI and when the war ended she was as good as new. She was seized by the British in 1920, and taken over by the Bergen Shipowners Association of Bergen, Norway, in 1923 to be donated to the Bergen Schoolship Association to replace an older ship. She was rechristened STATSRAAD LEHMKUHL after a minister in the Norwegian government in 1905.

She sailed for the schoolship association until 1967 only interrupted by the second world war. Then the failing economy made it impossible to carry on the traditional way. Then the Bergen shipowner Hilmar Reksten bought her and ran her as training ship for his own company until 1974. In 1979 her transferred the ownership of the barque to a non-commercial foundation which still runs her.

After being laid up for a number of years she set sail again in 1986, and has sailed cruises in the North Sea area, and in 1992 all the way to Greece in the Mediterranean. Unlike most of the other sail training ships of the world her cruises are open to ordinary people wishing to experience what it is like to sail and work a big traditional sailing ship.

Colour plan:

Hull: White with blue antifouling, rail varnished teak
Bowsprit, lowermasts, boom, gaff and yards: White
Topmasts, topgallant masts: Light brown
Life boats: White covered by blue tarpaulins
Houses: White with green roof
Skylights, engineroom casing: White
Companion ways: White
Charthouse, rudder trunk: Varnished teak

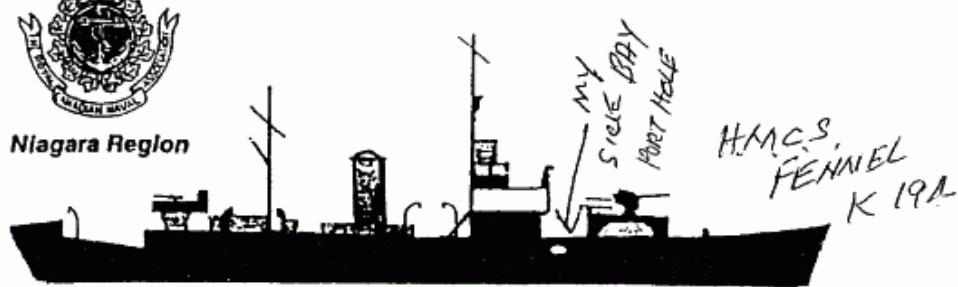


Furling the
foresail.
"Statsraad
Lehmkuhl"
May 1991 in the
North Sea.

Photo by
Vidar Lund.



Niagara Region



The mick

The issue hammock, the beloved pusser mick - one of man's most endearing inventions - has vanished, alas, from navy messdecks and establishments. It has been replaced by the impersonal " tween deck bunk !.

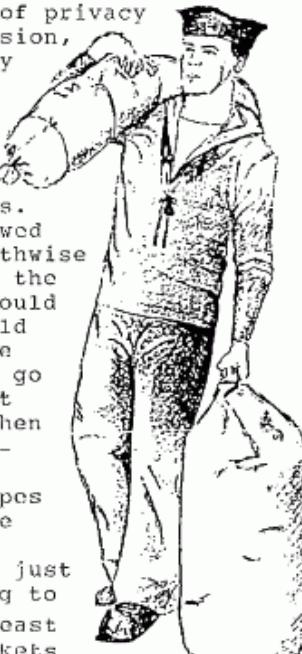
Yes, the mick has gone, but it is certainly not forgotten. Those of us who have experienced the pleasures of the snug canvas cocoon have many a warm memory to share and treasure. When the RCNVR's wartime artist, GRANT MACDONALD immortalized the men and women of Canada's fighting navy, he included at least two sketches of men and their micks. It is to these two drawings that most old sailors are attracted when MACDONALD'S NAVY is put on display.

To those who sailed the stormy seas or served ashore in Navy bases during the war years, the humble mick was perhaps the sailor's most important possession. It was much more than merely a sleeping contraption- it was extra storage space and a great hiding spot for a bottle of the best or a box of mom's cookies. It was a cloth press, a reading room, sometimes a life preserver, or a patch to mend a damaged hull , even his winding sheet. Above all, his mick was his refuge. In the confining constant welter of the crowded messdeck , it offered an island of privacy in a press of togetherness. Slung high above the confusion, the occupant, secure in its warm embrace, was magically transported far from the madding crowd below.

The sailors introduction to his mick was, generally an innocuous affair ; it was issued along with jumpers, singlettes, bell bottoms, cap, greatcoat, blankets and sundry other paraphernalia. It was just one more item to lug back to the new draftee's sleeping quarters.

Here, after new uniforms were donned, extra gear stowed away, the vast white expanse of canvas was folded lengthwise and laid over the bunk's bedsprings. To this was added the thin mattress and two white issue blankets. There it would stay until a draft to some far distant destination would arrive. Then the canvas would be removed and, under the careful supervision of an old hand, the neophyte would go to work turning it from inanimate sailcloth to his best friend. First came the clews and ropes for each end, then the virgin hammock was slung at waist level from neighbouring bunks, the mattress carefully put in place, followed by the blankets. It was lashed neatly with ropes and clews tucked in. All that remained to consummate the affair was a night together,

Oh that first night- the frustrations in slinging at just the right height and tension, the awkwardness of trying to swing into it gracefully. And then, once inside, the beast seemed to want to smother you or turn turtle. The blankets threatened to fall out or ball up.



The mick

continued.

After many a furtive check to see if the knots were holding, the matelot fell asleep until the morning " Wakey, Wakey, Rise and Shine!" echoed through the messdeck

It was then, that morning after the night before, the sailor was committed to his mick.

Over the months he would fit it with a sturdy wooden clews stretcher, liberate a pillow for his head and learn how to press his trousers between mattress and canvas. He would customize it, make it his own, give it a special personality.

Yes, the sailor and his mick--a love story that deserves to be told.

(Editors note) The proceeding article "The Mick" was sent in by PARKER (SPUD) LENNEY who I had the pleasure of meeting at our first conference at the USS Constitution Museum in Boston, Massachusetts, and again in Maryland, and finally for the last time at our last Conference (1992) in Savannah, Georgia.

It is with great sadness that I must report that Parker, passed away on March 17th 1994. Our condolences to his Family and Friends. He will be sorely missed. For those of you who didn't know Parker his story was told in the " All Hands " column of Vol.9 No.3 of 1991 The Bottle Shipwright. By Frank Skurka.



PARKER LENNEY, November 1912 to March 1994.



The new members we welcome aboard with this issue such as Marvin Sweeting of Perry

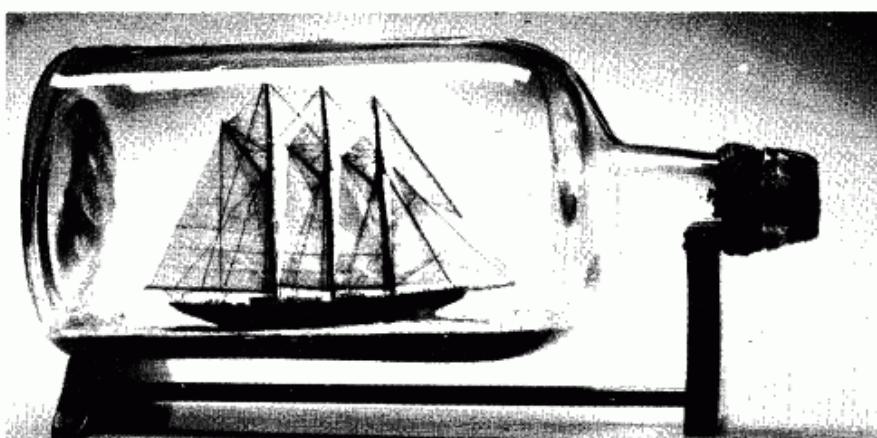
Georgia, are accomplished ship bottlers. Marvin, who walked away with an award for 2nd place S.I.B. joined us just weeks before the Savannah, Conference. He has sold a few S.I.B.'s and began building in 1969. Marvin and Nancy would again like to thank Marie for the peaches. Steve Terrell of Gulf Breeze, Florida has of late been building multi-masted Schooners, built in the U.S. He is having trouble getting info on six master's built on the east coast, also info on the one seven master. Steve, back issues are available, see the inside of the front cover. Harry J. Neilan of Waterford Connecticut, has been building for three years and his pride and joy is the USCG "Eagle" in a pinch bottle. (see above for back issues Harry). M.N. Costamagna of Westminster California, has been building for about twenty years, and is considering doing a series of non-sail models, Civil War Monitors, Rams, and other Shallow (river) water warships. David Harris a retired ship's Captain now residing in Tempe, Arizona, built one S.I.B around Twenty years ago and is starting on his next one. Trevor L. Gabb of Belleville, Ontario, Canada, had his interest sparked by his wife's uncle a Dutch Sailor who built S.I.B's, and in the last ten years has built several Galleons in bottles, retired now he plans to devote more time to his modeling. William Christensen of Grandville, Michigan is working on his first S.I.B. claims he is having problems with the rigging. (doesn't that sound familiar). William Johnson of Talmadge, Ohio, a retired machinist, will be attempting his first S.I.B. soon, but has experience as a watchmaker and ship model builder. Welcome Aboard and remember !! I cannot print articles or photos you don't send.

Jack (Kai Cho) Hinkley, shows off his combat weapon (fly swatter) and mask brought to Savannah to combat the ferocious love bugs. Sorry Jack wrong time of year.

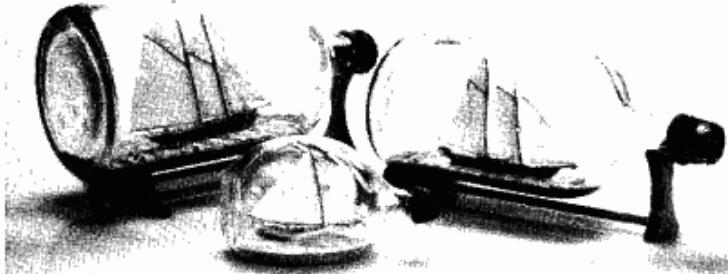




I don't know Jack-Think you should have brought an umbrella instead!..
Gil Charbonneau, Edgecome, Maine sent in some photos of his work
and wrote to tell me he has an article coming in the Sept. - Oct.
issue of Seaways-Ships in Scale. Written by a friend Dick Barton
and with a plug for SIBAA that he hopes doesn't get edited out.
Glad you got down here to warm up at "Key Largo" Gil. but I don't
understand, "mud season" we only have "Sand" here in Florida. Oh!
wait you mean up there where the deer and the Maineacs roam.
Thanks for the imput Gil. Glad you got a tan while you were here.



"ATLANTIC" 1903, Bottled by Gilbert Charbonneau.



More of Gil's work.

Right:-L.A.Dunton.

Mid:-Flora A.Price.

Left:-America.

Edwin Pond of Augusta, Georgia, wrote in with an answer to Dominic Zinnie's problem from the last issue. (putty getting hard) "I don't use putty, I use "Blu-Tack" an adhesive made in England and distributed by Black & Decker. I found it quite by accident in a local Big Lots store in the hardware dept. It works like putty but doesn't have linseed oil like putty. Its the oil that evaporates and leaves the putty dry and hard. Since Blu-Tack is an adhesive, be careful when inserting it in your bottle as it will stick to itself and you will a roll instead of a flat surface. After positioning the Blu-Tack as you want it in the bottle, press tightly against the bottle to remove any air space. I use a bar-b-que skewer bent to fit to do this operation. At the same time you can rough up the surface to simulate waves. I can't help you with the mildew problem, as I haven't had that situation yet.". Thanks for the tip Edwin.

Hugh Fyffe of Orangevale, California wrote to add the names of two museums on the west coast with SIB displays;

OREGON MARITIME MUSEUM-113 S.W. Front St. Portland Oregon.

LOS ANGELES MARITIME MUSEUM-Breth 84 at foot of 6th St. San Pedro. California.

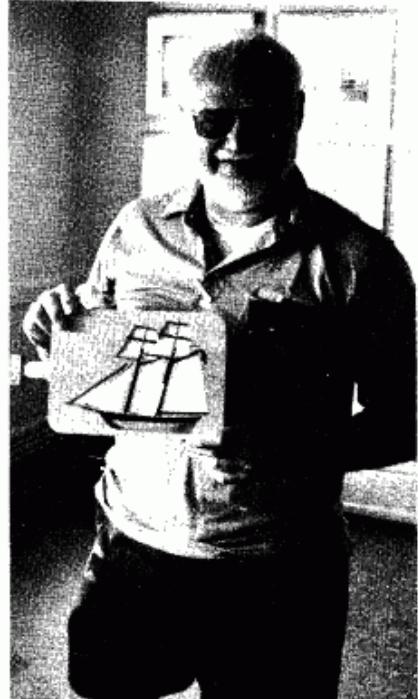
He was disappointed in the San Francisco Maritime Museum however, as they have no permanent display area for SIBs. When he asked about it he was told "If you want to see them, make an appointment with the storage people" . (nice attitude for a museum-ed) Thanks Hugh.

And in that vein, Charles Hand wrote to tell me that the Editor of Fine Scale Modeler considers our stuff (SIBS) "curiosities" and not really of interest to their readers. (and I was thinking of Subscribing to that magazine-nah I don't think so.).



The USS. KIDD by Charles Hand jr.

SAVANNAH-1994.



Top Left; Harold Whiting accepts the Don Hubbard award.

Mid. Left; Ralph Preston accepts the Jack Needham award

Bottom Left;
The reception is in
full swing at the
Ships of the Sea
Museum.

Top Right;
Saul Bobroff displays
a piece of his unique
art.



SAVANNAH-1994.



John & Yvonne Spink of Baton Rouge who tied the knot a while ago learn to do it again with Frank Skurka's help in Savannah.



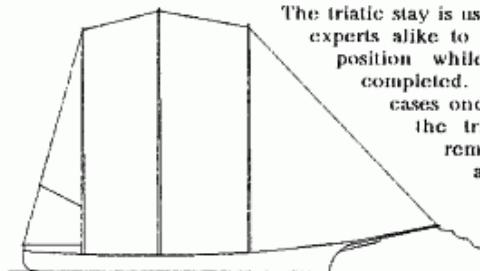
Alex Bellinger and the Class of 94. SIBAA Institute style.

HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

by Peter Hille
Translated by Barry Young.

Edition 06/93

Triatic Stay 1



The triatic stay is used by novices and experts alike to hold the masts in position while the rigging is completed. In the majority of cases once the job is done the triatic stay can be removed again. There are exceptions of course, as you will see below.

Fig. 136/1: TRIATIC STAY

Rigging a Triatic Stay:

First the thread has to be firmly attached in the vicinity of the stern post. You can either fit an eye into the deck to tie the thread off, or drill a tiny hole, and glue the thread into it. Once you have done this run the thread via the outer ends of the gaff and boom, over each subsequent mast truck, and down to the outer end of the bowsprit. Finally tension the stay by jamming it in a notch cut in the rigging trestle.

The most common method of going about this is to drill a small fore- and-aft hole in the outer end of each of these spars to take the thread.



Note On no account should the thread be wrapped around the mast trucks and glued. The friction of the thread in the hole is sufficient to hold the spar in place.

Of course if you are working with very thin spars rather than threading the stay through the outermost ends, where they are at their thinnest, use clove hitches to secure the triatic stay. To stop the knots from slipping, you can always apply a tiny spot of varnish, or glue to the thread.

© Hille / Young: Bottleship Handbook Hints & Tips. Translation by Barry Young
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HINTS & TIPS FOR BOTTLE SHIPWRIGHTS.

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Triatic Stay 2



Note

The masts on modern vessels are normally raked a few degrees towards the stern. However, this has not always been the case. If you are building a ship from the seventeenth or eighteenth centuries, or earlier, be sure to check the rake of the masts to the plans.

Once the triatic stay has been rigged, and is firmly attached to the rigging trestle, the shrouds and backstays can be added. These are followed by the forestays - which are attached at the inboard end only! The final stage is to attach the yards, and rig the lifts and braces.

When you have finished rigging the model the triatic stay is now redundant and can be removed without further ado. However, a word of warning: if you intend to remove it, do so before putting the model into the bottle.

Now, when you want to raise the masts inside the bottle all you have to do is to pull on the forestays. If you have followed this sequence, success is guaranteed every time.

Of course you cannot always discard the triatic stay. It may be part of the rigging itself, or you may have to retain it on practical grounds, to make the model work. For instance on a single masted vessel it is not uncommon for the angle of the shrouds to make it impossible for them to hold the mast against the pull of the forestays.

Vessels that are decked overall in bunting, for some event, or celebration, will also need to retain the triatic stay.

See:

Rigging Masts; Rigging Trestle

DETAILS

by Bill Westervelt.

Lets look at the yards, booms, and gaff's with this issue. Everyone has their own way of doing this, but no one makes mention of it.

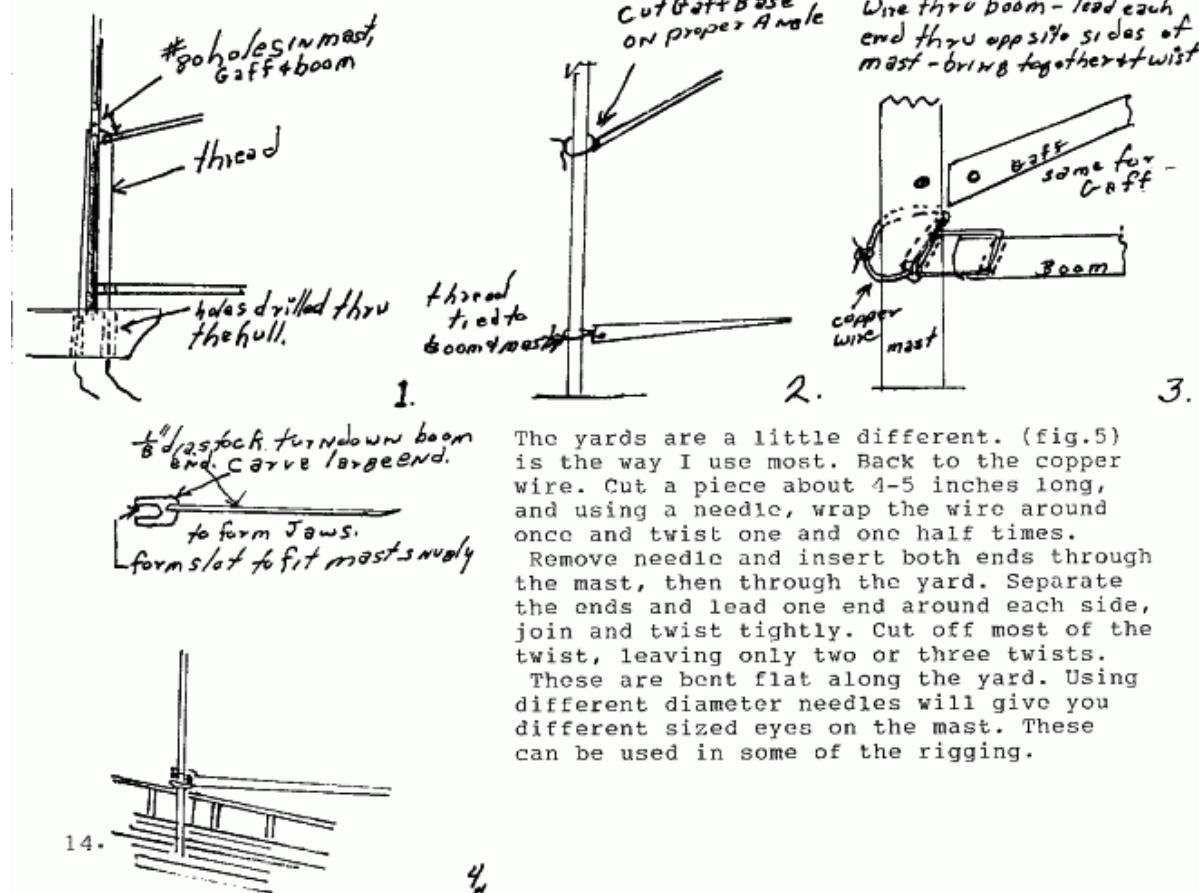
Starting with the boom and gaff. (fig's. 1,2,3&4) show some of the ways to attach them to the masts. (fig's. 1&2) are self explanatory. In (fig. 3)use a piece of copper wire about .10 thick.

Insert the wire through the boom, then lead the bitter ends through the mast, one from each side. Wrap the wire around the mast and twist to secure. (fig. 4) shows the boom jaws. Start with a 1/8 dia. piece of dowel. Chuck one end in a drill motor or Dremel tool and sand to size. Remove from chuck and saw all but about 1/4 inch off.

With a knife flatten the two opposite sides to the diameter of the boom. I have a small saw blade and mandrel that fits my Dremel tool, .005 thick, 7/8 dia. # 60552 from micro mark that I use to rough in the slot for the mast. Finish the slot to size with a round, tapered needle file. You should make a snug but not tight fit to the mast.

If you use tapered mast's , be sure to fit to the right location.

Touch up with an emery board for final shaping on the outside of the jaws.



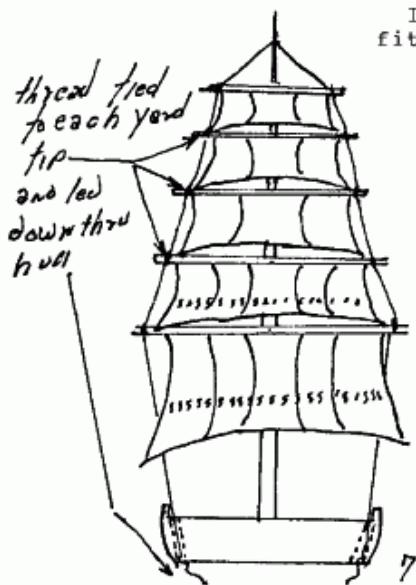
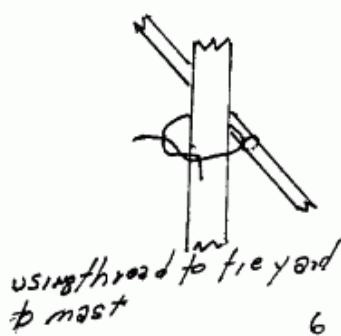
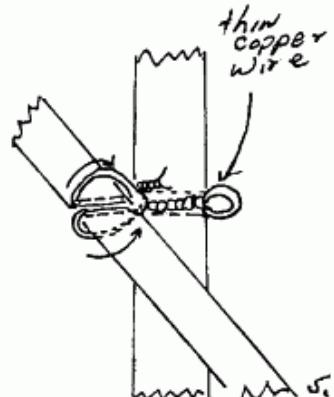
The yards are a little different. (fig.5) is the way I use most. Back to the copper wire. Cut a piece about 4-5 inches long, and using a needle, wrap the wire around once and twist one and one half times.

Remove needle and insert both ends through the mast, then through the yard. Separate the ends and lead one end around each side, join and twist tightly. Cut off most of the twist, leaving only two or three twists.

These are bent flat along the yard. Using different diameter needles will give you different sized eyes on the mast. These can be used in some of the rigging.

DETAILS

by Bill Westervelt.



Some folks like to use thread to tie the yards to the masts, (fig. 6). One system I've seen and don't like is to tie a thread to the mast tip and then to each yard as in (fig. 7.) and lead the bitter ends down through the hull. This lets the yards all "float" so to speak, making it easier to insert the model into the bottle.

But you can't position the yards to the wind this way. John Fox solves this problem in a rather unique way. (fig. 8.) by cutting an aluminum strip from a coke can and bending it and tying it into position. The knotted line through the mast allows the yard to be turned to any desired position on the mast.

Any stock can be used for construction. I use birch dowels because of an unlimited supply.

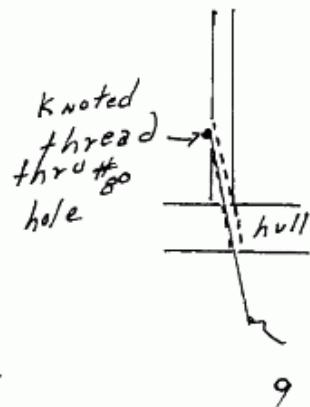
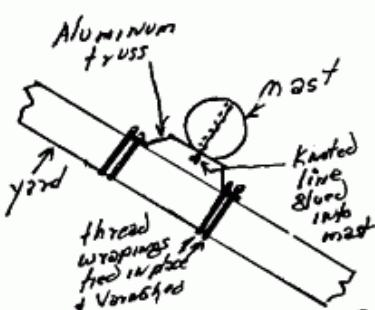
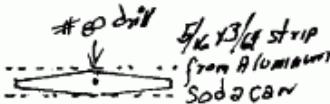
Square stock can be made round with the aid of a knife and draw plate. Drilling the necessary holes is easier before sanding to size. These holes provide the tie points used.

(fig. 9.) refers back to our last discussion on mast hinges. It comes from Bob DeJongst in the Netherlands. It's another way to form the hinge. Drill a small hole down through the mast and insert a knotted thread through the hole and then through a matching hole in the hull.

This is a good example of sharing methods, and expanding the knowledge of each of us in our art.

Drop me a line or two on your ideas. They don't have to be original, just different from what we are using so far.

I could use some ideas on deck furniture and fittings. Write me Bill Westervelt, 2205 Green Haven Way. Hampstead, Md. 21074.





BOOKS

BY

Francis J. Skurka

"How to build Historic ships in bottles" , written in 1982 by Bill Lucas, this 8 $\frac{1}{2}$ x11 inch soft cover, 103 page book has over 120 photographs and illustrations on how to construct a bottled ship. Essentially a book for beginners, the author uses a simple step by step procedure to explain how to build the three masted clipper ship " Flying Cloud ", which,in my opinion is a rather ambitious undertaking for a beginner.

The sections on how to construct a split hull (four parts) are well written and illustrated.

The photographs also illustrate the procedure, so that the process is easily understood.

The sections on rigging get complicated, since the author does not run the shrouds and backstays through the bulwarks. Instead he runs each one through channels on each side of the hull , with six shrouds and four backstays per side, per mast, there are 60 lines for the shrouds and backstays alone, coming from the model.

Complicated to say the least.

He uses thread to form the mast hinges.

When you consider the braces, stays, and sheets, there's a lot of lines coming from the neck of the bottle.

This book can be purchased from;

How to build historical bottled ships.

1540 Capitol Drive

P.O.Box 10205

Green Bay, Wisconsin, 54307.

Phone-(414) 499-3150.

Cost. \$9.50 plus \$2.00 for postage.



SIBAA President Jack Hinkley Giving one of many interviews for Local Television Stations during the Savannah, Conference.



CLYDE L. (DON) BRADLEY.

Born September 29, 1935, in Cairo, Illinois, U.S.A. Don attended trade schools in Cairo and America, Illinois and graduated from Mound City Community High School in 1953.

He went to work for E.L.Bruce Lumber Company as a kiln operator and then as a lumber inspector. His Father, Grand Father and uncles worked for the same company, so it became a "family affair". He married Flora Mattson in 1956 and served in the U.S.Army with the 82nd Combat Engineers from 1958 to 1960. At camp McCoy and Fort Leonard Wood in Missouri. During this time he built bridges, worked on heavy construction projects and learned to operate heavy equipment. Returning to civilian life, he re-joined E.L.Bruce where he worked until 1964.

E.L.Bruce wanted him to go on the road. He declined the offer, having enough of travel while in the Army, resigned and went to work for Caterpillar Tractor Company and moved to East Peoria, Illinois. At Caterpillar, he worked as a special mechanic installing air conditioning units, transmission units and special equipment in and on tractors and heavy vehicles. He retired in October, 1992 after 28 years of service.

As a youngster, he started soap carving when a Boy Scout and moved on to wood carving, doing mostly western subjects. Gradually he broadened his skills and started carving all types of subjects. His Grand-Father had carved a peach pit monkey for his watch fob, which gave him the inspiration to carve peach pits too. He has a collection of carved peach pits including religious, patriotic, animal, nautical and whaling subjects. Once a year he carves a special unique ornament for the family Christmas tree, which now number 30 distinctive items.

Don now carves mostly nautical and maritime themes and includes such items as: three dimensional scenes in carved frames, half hull models, full scale models, a mariners crucifix, a stern model of a ship with a lift off deck that reveals the furnished interior of the Captains cabin, a working sextant, other nautical items and ships in bottles.

An article in a local magazine about the Ships-in Bottles Association of America and the Japanese expo in 1985, caused him to contact Don Hubbard, join the Association and send two models to Japan. He later sent another model to the 1989 expo in Osaka. He attended our Conferences in Saint Michaels in 1989 and the Conferences in Savannah, in 1992 and 1994. At Saint Michaels he was a speaker and won first place for his Admiralty Dockyard model "Seahorse". He won first place Diorama in a bottle, in Savannah, in 1994 with "Noah's Ark", a scene where Noah is boarding the animals "Two by Two". The inspiration for the model came from the book and television show "in search of Noah's Ark". Great idea.

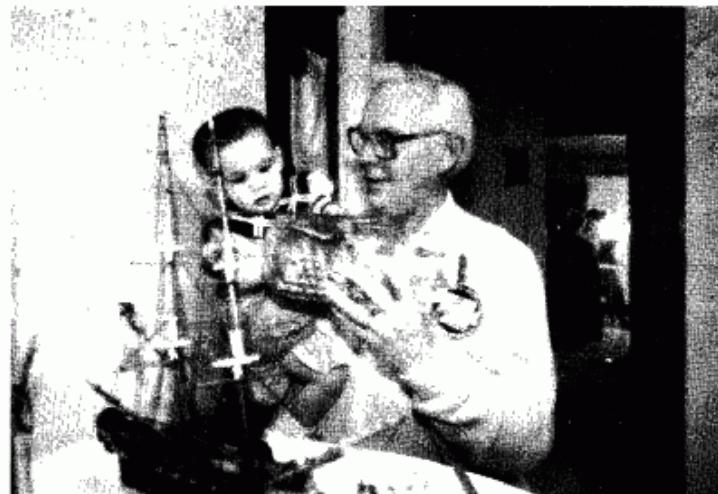
In Savannah, he displayed a large collection of miniature figures including those of several of the officers and directors of SIBAA which he gave to them as a memento.

ALL HANDS (continued)

Don and his wife travel a lot and he always takes the SIBAA roster, so if he finds a member near his travel route, he tries to arrange meetings with the members along the way, expanding his circle of friendships as he goes. They are trying to visit all 50 states and at this point have been in about 75% of them.

A "Professional" Grand father (two Grandchildren) he's an avid collector of baseball cards, comic books, stamps (first day covers), foreign and domestic coins, maritime photos and nautical items and antiques. As a wood carving miniaturist, he's a member of the National Woodcarver's Association of America and also belongs to the European Association of Ships in Bottles. His current project is re-modeling the family room of his new home in Morton, Illinois, as the Captain's quarters of a ship. Fitting out with mast, authentic furnishings and stern windows with an ocean view. If it comes anywhere near his carvings and models-it should be a winner.

Don has three daughters: Mary Ellen, Stephanie Jeanne, and Lori Ann. He spends as much time as he can with his Grand Children and plans to teach them how to put a ship in a bottle when they get a bit older.



Don with his favorite bottic shipwright apprentice, grand daughter Amanda. Don can attest to the fact that she knows bottles.



FROM HOLLAND WITH LOVE !

Dear Friends!

You will remember that in "The Bottle Shipwright" 1994-1, I asked you to contact me about donating one or more SIB's to the museumship "Hr.Ms.MERCUUR" which is lying in the harbour of Scheveningen. A few members answered favourably and in due course they will receive a signed certificate from the ship's commander. Anyone who is willing to give one or more SIB's to the MERCUR is more than welcome.



Sometimes you wonder about things that happen. Here is a story that some time ago made headlines in the newspapers and you can ask yourself: "What are bottles good for?"

A young girl of 25 years emigrated to the USA in 1937. On board of the Holland-America Liner she threw a bottle overboard with greetings to family and friends in Holland. She married an American businessman and they were happily married for many years. Unfortunately they had no children. After she widowed in 1982 they discovered that she had an incurable disease, so she decided to die in the old country amidst her relatives and old friends.

Two youngsters walking along the beach discovered a bottle with a written message inside. They went to the policestation where the bottle was opened. One of the policemen read the message of a far away relative that went to the States. They quickly found the old lady and showed her the bottle and the message.

A last farewell to herself? Coincidence?

The old lady died peacefully some ten days later.

Bob de Jongste, Van Hoornbeekstraat 13, 2582 RA THE HAGUE, Holland.

Hr. Ms. MERCUUR



CERTIFICAAT

HET BESTUUR EN DE BEMANNING VAN Hr. Ms. MERCUUR DANKEN

VOOR HET IN BRUIKLEEN AFSTAAN VAN:

**WELK(E) VOORWERP(EN) MET DE MEESTE ZORG ZULLEN WORDEN
OMRINGD.**

NAMENS DE STICHTING BEHOUD MARITIEME MONUMENTEN:

THE 1994 SIBAA CONFERENCE

Monsoon season seemed to arrive in Savannah, Georgia, along with 32 members and several wives, 23-26 June, 1994, for the bi-annual SIBAA conference. Frequent and heavy rains didn't dampen the enthusiasm, but did seem to diminish the expected turnout of visitors at the Ships of the Sea Museum.

V.P. FRANK SKURKA opened the session with a moment of silence in memory of board member PARKER LENNY, and concern was expressed for a prompt recovery of board member WILLIAM WESTERVELT - both of whose regular contributions were missed.

President JACK HINKLEY gave an enlightening discussion of the detailed research required to obtain accuracy on several SIB's of the schooners SCOURGE and HAMILTON in 1813, one of which included the pair - "Wing and Wing." His discussion pointed out how subtle errors can creep in and a practical eye for ship handling could lead to their detection and correction.

CHARLES HAND followed with details about making SIB's of modern ships, including many he's sailed aboard or worked upon. He also pointed out how much he's learned from members via THE BOTTLE SHIPWRIGHT and encouraged others to prepare and submit articles and items to this and commercial modeling magazines.

RALPH PRESTON showed slides of the making of his manned "Viking Longboat" [which required 8 years to build inside a 10 gallon (38 l.) bottle], the U.S.C.G. Barque EAGLE, and his recently completed whaler, CHARLES W. MORGAN [which required 13 years to complete inside a 19 gallon (72 l.) sphere]. The latter included making scale figures from "Moby Dick," and Mr. Preston's details seem equally legendary.

FRANK SKURKA provided lucid instructions on tying a proper Turk's head knot which finally overcame a personal hang-up that was unclear in the "books" - primarily that the free end is always passed from the outside to the inside, with alternating twists of the side-by-side loops, and alternates from left to right each time.

On Saturday, ALEX BELLINGER began teaching a class of seven how to construct an SIB of the Gloucester fishing schooner INGOMAR. Fine details soon developed in each hull, evidencing the abilities of both students and instructor. Their concentration was so intense that they didn't notice the passing of a severe rainstorm with 60-knot winds which caused some local damages.

DON BRADLEY provided SIB demonstrations on the 2nd deck and HAROLD WHITING did likewise on deck 3 for his unique, wheeled-vehicle SIB's.

RAY HANDWERKER demonstrated his use of Envirotex brand Ultralight Resin to simulate seas and water. He applied Testor brand enamel to the paper backing of a cigarette package foil, which was next moulded and folded to appear as waves. White glue was then used to affix this in the bottom of the bottle - which had also been previously coated with white glue. Homemade foil spoons on the ends of dowels were used to ladle the mix of resin/hardner/enamel into the bottle. Mr. Handwerker has achieved unique results by using layers intermixed with

"creatures."

Museum Executive Director DAVID GUERNSEY, Assistant Director JEFF FULTON and V.P. FRANK SKURKA were observed intently studying each SIB entry for the competitions in their unenviable tasks of judging.

President JACK HINKLEY was interviewed no less than three times by local newspaper and television reporters (which may explain why Jack had a tendency to repeat himself).

Magnifying glasses were needed to view the 1:120 scale (1"=10') figures which DON BRADLEY had carved and painted from birchwood dowels. These included Patron St. Nicholas (with colorful robes, headgear & a shepard's crook), Popeye, the remains of Billy Bones, a Napoleon-style figure, the local Waving Girl Statue, and many of the SIBAA members who were present. Each had been carved with an ordinary no. 11 knife blade, but with an extraordinary talent and skill. (Don's promised more on the subject in future issues.)

Saturday p.m., members boarded a tour boat for a journey around the Savannah Riverfront, a meal and the awards. FRANK SKURKA identified the craft as a "wet-backside" type. (Apparently he's had personal experience with the results of checking paddle-wheel bearings.) After dinner, Frank was also surprised with a birthday cake, but the authorities wouldn't permit the lighting of that many candles aboard - so those had to be omitted.

V. P. SKURKA also bravely presided over the awards, which included the following:

SPECIAL:

RALPH PRESTON - The Jack Needham Award for contributions to the art.
HAROLD WHITING - The Don Hubbard Award for contributions to the art.

UNIQUE ART:

JACK HINKLEY - The "Toonerville Trolley" (First Place)
CHARLES HAND - "The Tempest, Mark 4:37" (Second Place)

DIORAMAS:

DON BRADLEY - "Noah's Ark" (First Place)
RAY HANDWERKER - "War at Sea" (Second Place)

SHIPS IN BOTTLES:

RICHARD HEGGE - "PREUSSEN" (in a large, antique, medical bottle) (First Place)
MARVIN SWEETING - "ARCHIBALD RUSSEL" (in a gallon vodka bottle) (Second Place)

Special thanks were also expressed to the staff of the Ships of the Sea Museum for their hard work and the use of their facilities.

Sunday a.m., a business meeting was chaired by V.P. Skurka. He advised the association was now incorporated and could now legally pursue business interests. The advanced age of most present active members was pointed out and the continuing need

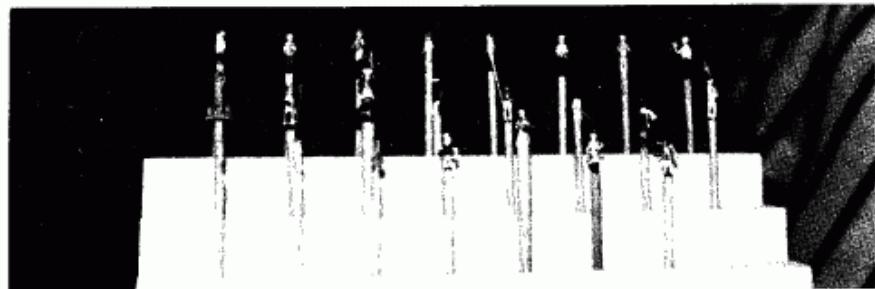
to recruit younger new people to insure continuation. The association also lacks the funds for some pursuits and ideas (or donations) to enhance same are solicited. One idea discussed was to charge an entry fee for competitions. Another was to initiate paid advertisements in THE BOTTLE SHIPWRIGHT.

Editor Ray Handwerker would like to see advertising in January for a full year. Rates also need to be established.

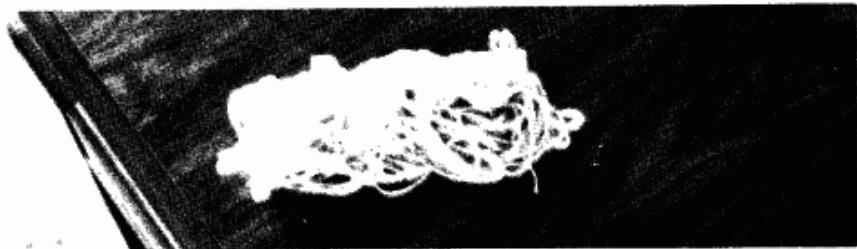
JOHN SPINK provided information and a video about the U.S.S. KIDD Center in Baton Rouge, La., proposed site of the 1996 fall conference. Members are encouraged to make plans to attend.

ALEX BELLINGER's SIB class continued to work earnestly as others packed up their SIB's and prepared to depart. Many were fortunate enough to be clutching a test tube into which DON BRADLEY had placed their miniature carved likeness.

All who attended seemed to have an enjoyable time of learning, discussions and fellowship, and special thanks are in order for the hardworking organizers: RAY & NANCY HANDWERKER and FRANK & HELEN SKURKA.

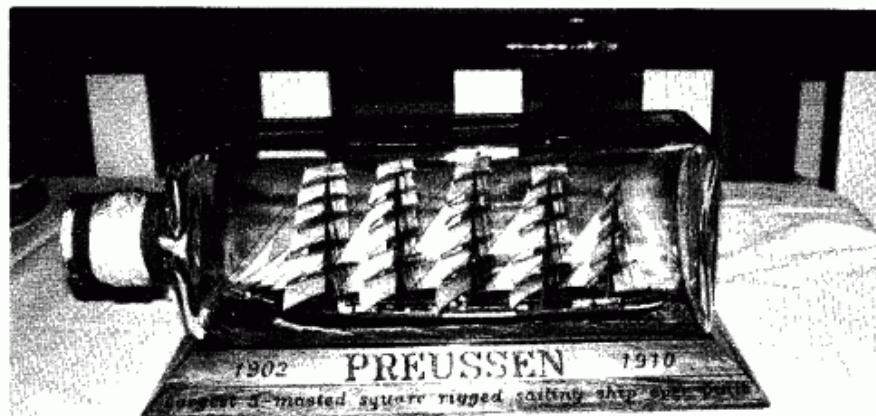


Don Bradley's 1:120 scale figures - magnificent !.

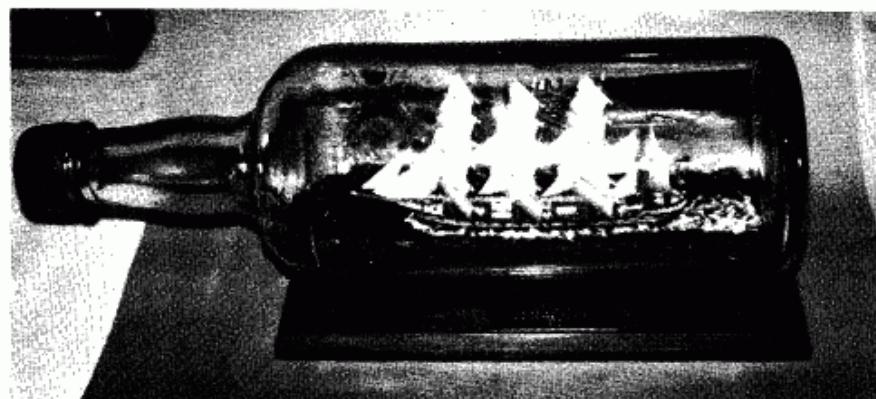


Ray Handwerker's first, middle and last attempt at tying the elusive and frustrating " Turk's Head Knot " . Guess I'd better stick to diorama's in bottles. Bah Humbug!! Frank.

AND THE WINNER'S ARE !



1st. Place Ship-in-Bottle, "PREUSSEN" by Richard Hegge.



2nd Place Ship-in-Bottle, "ARCHIBALD RUSSEL" by Marvin Sweeting.



1st. Place Diorama, "NOAH'S ARK" by C.L. Don Bradley.
24 •

AND THE WINNER'S ARE !

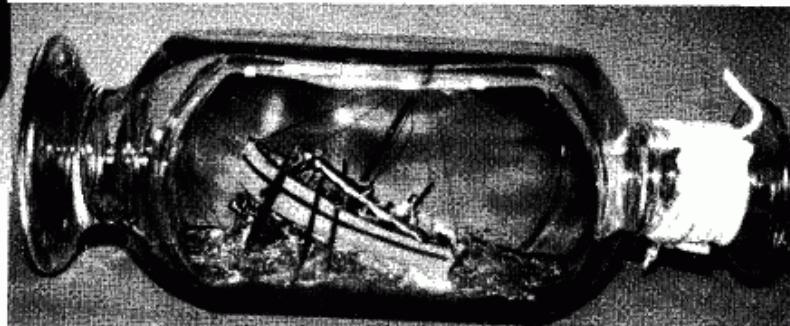


2nd. Place Diorama, " WAR AT SEA 1940" by Ray Handwerker.



Left- 1st. Place Unique Art.
" TOONERVILLE TROLLEY"
by Jack Hinkley.

Below- 2nd Place Unique Art.
" THE TEMPEST, MARK 4:37 "
by Charles Hand Jr.



WE SALUTE YOU !.
by Ken Taylor.

Bob awoke trembling from a dream , a dream that had seemed more vivid than the morning sunlight in his eyes, a dream of the day which now lay before him - a dream of his own death.

Bob accepted the dream as a premonition, and he brooded over it for hours, telling no one. Who among his friends in Oxford, Maryland, would believe such nonsense ? That he, Bob, a successful merchant and one of the best-loved men in the colonies, was about to be shot and killed!.

Bob resolved not to leave the house that day. Then he remembered a business obligation: one of his ships had arrived in port, and the captain of that vessel had invited Bob aboard for an afternoon dinner Party.

It was customary in 1750 for the captain of a merchant ship to entertain the consignee before setting sail again. Bob would attempt to break that tradition just this once.

He summoned Captain Mathews and apologized personally for his unwillingness to attend the shipboard celebration. Bob even told the captain about his dream, confessing his fear that he would be shot and killed if he ventured out that day.

At this point, history asks itself a question. We know that Bob changed his mind and decided to attend the captain's party- but we don't know why. One scholar suggests that Captain Mathews became indignant at the merchant's refusal, and that Bob then reaccepted the captain's invitation to preserve their good business relationship.

More likely, however, the captain assured Bob he would be safe- the vessel was armed for defense, after all- and Bob, now slightly embarrassed that he had taken a mere dream so seriously, told the captain he would be on board at the appointed time.

That afternoon Bob went down to the dock with Captain Mathews, boarded a small vessel propelled by oars and sails, and set out for the big merchant ship which was moored farther down the bay.

Aboard the merchant ship Bob was wined and dined, was entertained by pipes and dancing sailors. Finally Bob was willing to admit that dreams were only dreams, and that life was well worth living in spite of them.

It was still light when he boarded the small sailing vessel for his return to Oxford. Captain Mathews would escort him home.

Bob, the Maryland merchant, was Robert Morris, Sr. His son, Robert, Jr. was in that summer of 1750 a boy of sixteen. You should know him.

Robert Morris, Jr., was a signer of the Declaration of Independence, a wealthy patriot who has been called the financier of the American Revolution. His money saved our government from bankruptcy. His money sent George Washington to Yorktown to force the surrender of General Cornwallis.

The foundation upon which Robert Morris, Jr., built his fortune was seven thousand dollars that he inherited from his father, the beloved Maryland merchant you've already met, the man who dreamed of his own doom.

For Robert Morris, Sr., really did lose his life that summer day in 1750. He really was shot and killed. It happened after he left the merchant ship and boarded the small ship-to-shore vessel .It happened as he was sailing away.

For there was another eighteenth-century tradition.

On departing a merchant ship , the merchant consignee was always saluted by the ships cannon.

Robert Morris, Sr., age thirty-nine, had not quite sailed beyond the cannon's range.

His own ship saluted him, and blew him right out of the water!.

NOTES FROM THE MEMBERSHIP CHAIRMAN

There are a few things afoot to help spread the word about our art form and our growing Association. First of all, the Ships-In-Bottles Association is now listed in the new **1994 Specialized Directory of Collectibles Clubs, Societies and Associations**. This publication has listing of several hundred very specialized groups such as the Society of Dowsers and The Matchbook Collectors Association, so I saw no reason not to list us.

Secondly, I have made application to designate the **first week of October as National Ships-In-Bottles Week** and hope to have us listed in Chase's Annual Events 1995. This is a great annual publication which is available in most large libraries. Chase's is used extensively by columnists, radio talk show hosts and others to find interesting upcoming topics to write about or discuss. Hopefully we will be selected for inclusion in the book and through this will receive additional publicity for our hobby. I picked the first week in October because the days are beginning to shorten and thoughts are turning to indoor activities. It is no coincidence that Jack Hinkley's birthday is October 4th. Hail to the Prez. The brief description of the event which I submitted reads as follows: *"To promote a national awareness of the venerable nautical art of building ships-in-bottles, and to encourage exhibits of these models in museums and other public facilities."*

Steve Wilson and **Hugh Fyffe**, who live in the Sacramento area, are giving serious thought to sponsoring a West Coast Ship-in-Bottle Conference, maybe in 1995 or later. As Steve points out, there are more SIBAA members in California than in any other State, and with all of the conferences on the East Coast so far, it can be a bit inconvenient and expensive for a West Coaster to visit. Sounds like a good idea to me. If any of you have helpful thoughts on the subject, or if you live in the Bay area and could help, please write to Steve at 7611 Rincon Villa, Sacramento, CA 95828

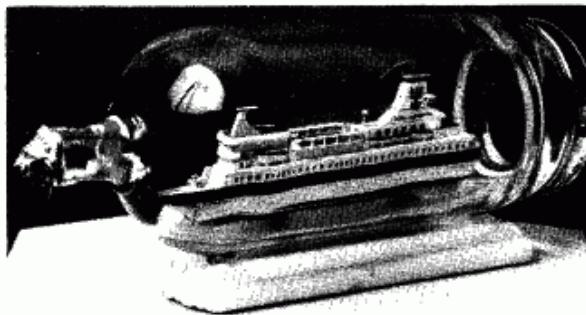
As an interesting aside, like many of us, Steve is into other types of model building and nautical work. Let me quote his last letter:

"I haven't been doing any ships-in-bottles for a couple of months, although I have the U.S.C.G. Eagle almost done. I spent about six weeks building a two meter sailplane, 74" wing span and a total weight of 22 oz. It is radio controlled and the 22 oz. weight includes the receiver, 2 servos and battery... These things do get up there. With good thermals they will reach 1,500 feet! The dihedral wing took the most time. Getting the 4 7/8" rise at the tips, then getting it balanced by adding a few BBs into the wing tips. They are worse than ships-in-bottles.

I have been also making knot boards, monkey fists for key chains, and monkey fists with gold balls inside, just for hanging, and some with 2# lead weights for heaving lines. Seems like nobody knows how to make a monkey fist anymore." (Sounds like a good article for *Bottle Shipwright* to me.)



PRIDE - Seaborne Company. Model by Ardaches Asdajian



SONG OF NORWAY - Royal Caribbean Cruise Company by Asdajian

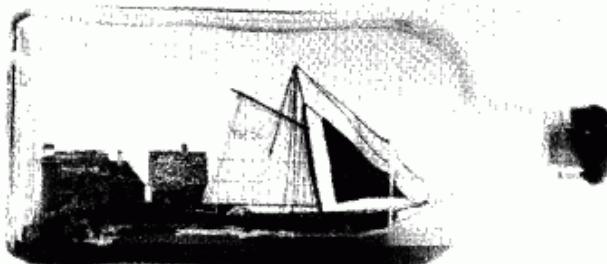


U.S.S. Constitution by Steve Wilson

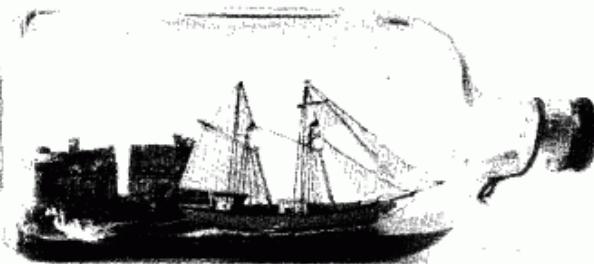
The two unusual bottled models of cruise ships were fashioned by new member **Ardaches Asdajian** of Montreal, Canada. Asdajian is a diamond setter by profession, but his hobby is ship modeling. The two ships shown, "Pride" of the Seaborne Company, and "Song of Norway" of the Royal Caribbean Cruise Company have the following statistics:

PRIDE - Bottle: 1.6 cm. neck opening, length of neck 12.5 cm. with remainder of bottle measuring 14.5 cm. Bottle diameter 5.5 cm. Model: 15 cm. long, 6.5 cm. high and 2.5 cm. wide.

SONG OF NORWAY - Bottle: 11 mm. neck opening, bottle length 23 cm., bottle diameter 9.5 cm. Model: 15 cm. long, 6.5 cm. high and 2.5 cm wide.



PUEBLO



GOLETA

Bob Frederick responded to my discussion of the angled deck Yorktown by mentioning that he was in the Navy for 22 years working in overhaul and repair (O & R) on a variety of aircraft, and has since built a Grumman TBF "Avenger" in a bottle. Should have given that one to George Bush who flew them, and ditched one in the Pacific.

Chuck Nichols, a long-time member, sent along this photo of his USS Constitution in drydock. He had planned to take it to the conference in Savannah, but had to cancel. Real shame. It looks like a beauty.

One last item. How many of you ever received a gift of a "Cat in a Bottle"? Well I did. Here's the proof.


Don Hubbard, Membership Chairman



Cat in a Bottle - Don Hubbard Collection

28.

Sr. Vicente Monmeneu of Madrid, Spain, sent along some photos of bottled models that his company, ERMON, sells. The Pueblo for \$25.00 and the Goleta for \$27.00. All prices F.O.B. Madrid. They also have the ship Redonda which sells for \$23.00, a windsurfer in a bottle and two shipwrecked sailors in a bottle. Both of the latter sell for \$8.00. For those who wish to order, the address is: Vicente Monmeneu Caleruega, 61, E-28033, Madrid, Spain FAX: (91)766 39 39

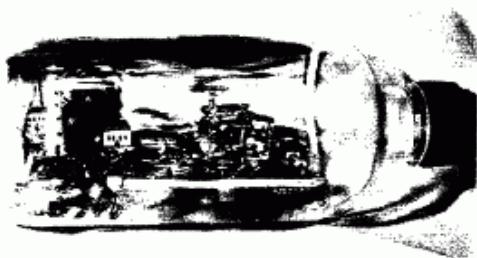
Bob Rutherford stopped by to show me two very nice antique bottled models that he had just purchased for his collection. Bob is a Naval Aviator stationed at NAS Lemoore in central California, and he became infected with the collecting bug after purchasing a German bottled model in Dubai, United Arab Emirates several years back (See Bottle Shipwright #3-1993, page 8). He would be interested in hearing from other collectors of old bottled models. He also had an interesting observation concerning older bottled ships. Most of the real antique models he has seen have masts and spars, but no sails. Bob's new address is 685 Wood Lane, Lemoore, CA 93245-2456.

On a sad note, the Association has lost a long-time friend a few months ago with the passing of **Parker Leney** at his home in Canada. Parker was a genuine enthusiast for our art and an active builder to the end. We will miss him.



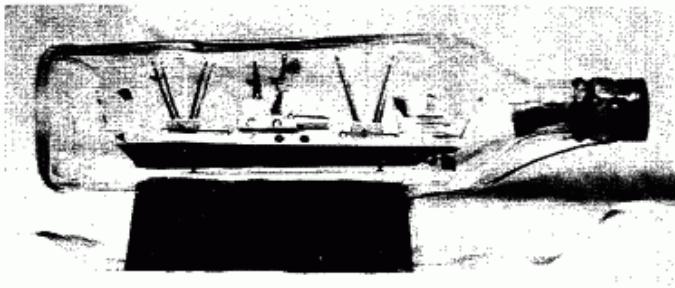
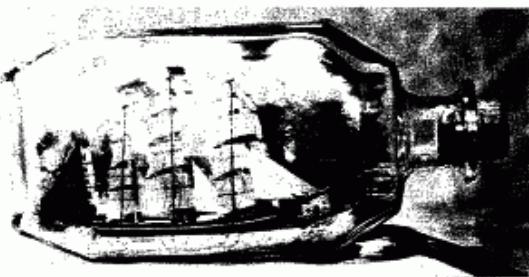
U.S.S. Constitution in Drydock by Chuck Nichols

BOTTLES FROM THE RUSSELL ROWLEY COLLECTION



Left: Diorama of a man-of-war in front of a seaside town. This is a very unusual model. The colorful sky is painted on a sheet of paper and cemented to the inside of the bottle. The town is quite elaborate with lighthouse and several buildings. Pieces of cork were used for the main land mass but several small stones form the land projecting out in front of the bow. The hull is painted white and the superstructure is natural wood color.

Right: Another diorama. This ship is in a very unusually shaped and attractive bottle. There is very little rigging, but the builder made clever use of cotton for the clouds in the sky. White putty is used for the sea. The lighthouse and a few small buildings complete the scene. Russell estimates that the model is about 10 years old. She flies an American flag on the signal halyard below the spanker gaff. The flag at the truck is red with a black dot on it. Maybe a house flag - anyone have any ideas?



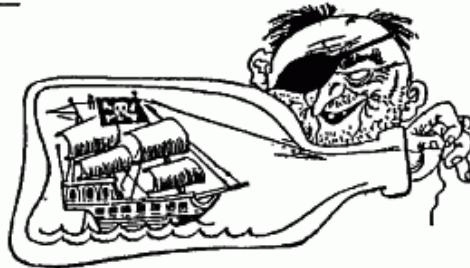
Left: Singaporean Cargo Vessel. The light in the bottle neck which illuminates the flag on the stem and the lights in the hull are powered by 2 "C" sized batteries. It was said to be made about 1963.

In Russell's last letter, written May 15, he mentions that the research vessel he works on is scheduled for stops at Hawaii, Guam, Singapore and finally Oman, where the ship will stay for 18 - 24 months. Quote: "Not one of my favorite places on the globe!" I fully expect that he will return with a native-built dhow in a hand-blown bottle and will know the name of the builder as well.

B. DE JONGSTE
VAN HOORNBEEKSTRAAT 13
2582 RA THE HAGUE
NETHERLANDS

Here is some additional information
for the bibliography of literature
on ships in bottles which was given
to you in 1990.

New date April 1994.



GERMANY.

Jacobi, Rainer. **BUDDELSCHIFFE**. Hinstorff Verlag, Rostock, 1992
80 pages, ISBN 3-356-00426-3. Price DMark 30.-.

SPAIN.

Guillén, Julio O. **BARCOS EN BOTELLAS**. Editorial Doncel, Madrid.
88 pages. Is not for sale anymore. Perhaps second-hand!

ENGLAND.

Leopard, John. **SHIPS IN BOTTLES**, Blandford 1990.
Also published in the USA by Sterling Publishing Co. Inc.
387 Park Avenue South, New York NY 10016-8810
and published in Australia by Capricorn Link (Australia) Pty Ltd.
POBox 665, Lane Cove, NSW 2066.
Cancel from your list:
Curry, Neil. **SHIPS IN BOTTLES**. ISBN 1-8706-1230-2. Some guy played
a joke on one of our members. The book handles poetry!

CANADA.

Add:

Berchem, F. **SHIPS IN BOTTLES**. Soddart Publishing Co. (Canada)
ISBN 0-7737-5124-6.

This book was also printed in the U.K.

FRANCE.

Truchi, Max. **ROUTEILLES ET BATEAUX**. Editions des 4 Seigneurs,
Grenoble 1981 - 116 pages (French) ISBN 2-85231-025-2

ITALY.

Schouten, Joop van. **NAVI IN BOTTIGLIA**.

Further details unknown

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Frank Skurka our hard working V.P. gets a surprise from his wife Helen while aboard the Savannah River Queen.

HAPPY BIRTHDAY FRANK and may you celebrate many, many more.

